

The Hongkong Telegraph.

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REUTER'S TELEGRAMS.

THE LEAGUE OF NATIONS.

LORD GREY AND GERMAN MEMBERSHIP.

London, July 16. Viscount Grey, speaking at a meeting of the Council of the League of Nations Union, said he had hoped that the first meeting of the League would pass a unanimous resolution inviting Germany to become a member but the attitude of the Germans at Spa left an impression in his mind that they had gone there to discover and exploit the weak points in the Treaty of Versailles and to discover not how much but how little they could fulfil of the Treaty. Before Germany could be admitted to the League, she must satisfy us that she had shown good faith and had done her best to carry out the Treaty. Regarding disarmament, she had not done this.

Viscount Grey was nevertheless of the opinion that the League could not realise its ideals without America, Germany and Russia. The question of the admission of Russia could not be settled until it had been seen which Government was involved. Viscount Grey said he believed that when the League of Nations wanted help from its "units," that help would be forthcoming, provided it was not being degraded into an instrument of private national advantage. He emphasised the necessity of keeping public opinion informed of the work of the League. Public opinion was strong enough to prevent Governments going to war if it wished, but it was equally true that Governments would be unable to avoid war unless public opinion itself was active on matters regarding policy.

THE "MESOPOT" RISING.

DISORDER OVER A LARGE AREA.

London, July 15. In the House of Commons, replying to a question with regard to the rising at Rumelie, cabled on July 13, Mr. Churchill said the military operations were progressing but were hampered by shortage of railway stock, as six trains had been captured or derailed. Detachments of the Samawa Company of Indian Infantry at Rumelie were isolated from the troops at Rumelie, and relief detachments, who were fifteen miles from Rumelie, had suffered severe casualties. Railway communication was interrupted in places and a large district was in a state of great disorder. Small local relief parties which had hitherto advanced had been unable to cope with the disorder. A considerable force was moving down from Bagdad and he had asked the Indian Government to warn a further force to be ready in case of emergency. He pointed out that the communications of the Army in Mesopotamia could very largely be maintained by the River Euphrates and did not depend on the railway. There was no reason to suppose that if a sufficient effort were made order could not be thoroughly re-established.

POWER ALCOHOL.

THE EMPIRE'S RESOURCES.

London, July 16. A Fuel Research Board memorandum has been issued regarding the employment of alcohol as fuel. After referring to its great suitability for certain classes of motor vehicles, Sir Fred. Nathan, a Member of the Board, states that alcohol is not producible economically in Great Britain but there are large tracts available in the Dominions where the cost of production is less and where it is possible to grow vegetable substances containing the starch or sugar necessary for power alcohol. The matter was being investigated in various Dominions and Colonies. Molasses are very suitable as a raw material. Waste material or a natural product of small value would, however, probably have to be utilised owing to the commercial value of anything used for foodstuffs. He points out that in tropical portions of the Empire there are vast quantities of rapidly growing vegetation suitable. Research work has been initiated with the object of treating such vegetation cheaply.

CLEARING MINES AT SEA.

BRITAIN AND AMERICA DO THEIR PART.

London, July 15. In the House of Commons, replying to Viscount Curzon in regards to the sweeping up of mines, Mr. Bonar Law said Great Britain and the United States had cleared the areas allotted to them and France had nearly done so. Italy still has a considerable portion to do. It cannot be stated when they will finish. Germany had given an assurance that she would clear her areas, but the date of completion had not yet been fixed.

BRITAIN'S FINANCES.

DEBTS BEING WIPE OUT.

London, July 16. Speaking at a banquet at the Mansion House, attended by bankers and merchants, Mr. Chamberlain optimistically reviewed the country's financial position. He said we had passed the peak of our financial difficulties and had begun the downward path from the high levels which we were forced to climb. The National Debt had been reduced by £200,000,000 and the Floating Debt by £60,000,000. We were not creating fresh artificial credit.

TO-DAY'S CHINESE TELEGRAMS.

FIGHTING IN THE NORTH.

TUAN'S SOLDIERS WIN.

Shanghai, July 16. Fighting occurred early on the 15th between Tuan's and T'o's armies near Longfong. After several hours the latter army was defeated and retreated more than ten li. The former made a continual attack after noon with artillery, whose range reached as far as Kowloon and the enemy was again defeated with heavy loss.

The arsenal in Tchikow has been captured by Tuan's commander, Ma Leung. T'o's guards fled without offering resistance.

Chang Jok-lit, on the failure of his mediation plans, has declared that his troops coming to Peking are quite neutral—only for the purpose of protecting the President and the peace of the city, but he will treat anyone who opposes him as an enemy.

Leung Chi-kwong has offered Tuan Chi-jui his regiment's assistance, which has been accepted.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

RICE SITUATION IN THE STRAITS.

Singapore, July 16.

A large meeting of Chinese in Penang passed a resolution in favour of a reduction in the price of rice, or, alternatively, that there should be no control. A cable has been sent to Lord Milner protesting against the present Government price.

RUBBER STILL VERY WEAK.

Singapore, July 16.

Rubber is very weak.

EARLIER TELEGRAMS.

DEADLOCK AT SPA.

Paris, July 15.

The newspapers foreshadow a rupture of negotiations at Spa contending that any obligation contracted by von Simons is liable to be disavowed by Berlin. They express satisfaction at the attitude of Mr. Lloyd George in supporting the French coal demands unreservedly.

Spa, July 14.

The Allied delegation met this morning. Marshal Foch and General Maginot conferred on the military situation. Meantime there has been no communication with the Germans. It appears that a break-up is imminent and the Allies will occupy the Ruhr Valley. The Italian and British Generals are expected to arrive to-night.

Von Simons, at his own request, paid a forty minute visit to Mr. Lloyd George. The visit was only agreed to after Mr. Lloyd George had consulted M. Millerand. It is understood that Mr. Lloyd George earnestly pointed out the gravity of the situation and made it abundantly clear that the Allies were in no wise bluffing.

Later M. Paderewski had a conference with Mr. Lloyd George.

FREAK FARMERS NOT WANTED.

Jackson, July 13.

The Democratic State Committee of Mississippi passed a resolution opposing the proposed migration of eight thousand Mennonite farmers from Canada to South Mississippi on the ground that it would be undesirable to allow the entry of a people who would refuse to let their children attend public schools, who speak German only, and who are composed wholly of conscientious objectors who refuse to fight in the Allied cause during the war.

The Mennonites are a sect of evangelical protestants whose doctrine enjoins non-resistance to violence and forbids the taking of oaths.

EXCLUSION OF JAPANESE.

New York, July 13.

The Japanese Privy Councillor Kentaro, interviewed, said the proposed anti-Japanese legislation in California would cause an inescapably bad impression in Japan. Good or bad America-Japanese feeling depended on the action of California. The American nation would never play the role properly belonging to it in Asia until it was able to judge Asiatic nations by their standard of conduct instead of race.

AMERICAN EXPRESS BUSINESS.

New York, July 13.

The American Railway Express Company has asked the Interstate Commerce Commission to authorise the consolidation of the express transportation business merger including the Adams American, Wells-Fargo and Southern Express Companies.

SHAMROCK IV WINS FIRST RICE.

Sandy Hook, July 15.

In the America Cup race, the "Resolute" turned the outer mark five minutes ahead of the "Shamrock" when she met with an accident to her rigging and withdrew. The "Shamrock" continued and completed the course within the time limit, and was awarded the race.

The final result depends on the winner of the best of five races.

THE U.S. PRESIDENCY.

Chicago, July 14.

The Third Party Convention has hitherto been unable to complete its platform, Senator Lafollette objecting to the foreign plank, which endorses the League of Nations. He favours recognition of Soviet Russia and Irish independence and the raising of the Russian blockade. He also objects to the plank advocating nationalisation of essential industries.

REVOLT IN BOLIVIA.

Santiago de Chile, July 14.

The Chilean Government has received private news from La Paz that revolutionaries have seized the President and ministers. Saavedra, the leader of the Republican Party, has organised the movement which has led to the overthrow of the Government.

IN IRELAND.

Buttevant (North Cork), July 14.

A number of horses belonging to the Twelfth Lancers died shortly after being watered and fed. An analyst has been summoned to test the water.

WIRELESS STRIKE AGAIN.

London, July 14.

A fresh wireless crisis has arisen. The Underwood negotiations have broken down. The recent resumption of work was conditional on a settlement within the month ending 23rd July.

MELBOURNE GAS STRIKE.

Melbourne, July 14.

The gasworkers have accepted the compromise offered them.

HINDENBURG FIRED AT.

Berlin, July 14.

An unknown man broke into Marshal Hindenburg's house and fired at Marshal Hindenburg, but missed. The assailant escaped.

TO KILL A MAN.

ARRESTED MAN'S FRANK CONFESSION.

SHIPPING NOTES.

(BY "NEPTUNE")

I hear that the P. and O. vessel Himalaya, which arrived here on Tuesday, has been sold to the Admiralty, as a trooper ship. The Himalaya has been trooping during the War. She is a fine vessel.

The s.s. Seachreef, of the new "S" class of the China Navigation Company boats, left Hongkong on Tuesday. She is a star boat of the Sunning and the Suyang, and has been built by the Taikoo Dock Company. She has been constructed for comfortable travelling between Hongkong and Shanghai, and can burn oil coal. At present, owing to the high price of oil fuel, she will burn coal.

Captain Hudson, of the Shanghai Tug and Lighterage Company, has started a nautical school at Shanghai, so that members of the Mercantile Marine have choice of Hongkong and Shanghai to study for their "tickets".

The Pacific Mail Steamship Company's building programme this year includes eleven 15,000-ton deadweight steamers, to be delivered before December. These vessels, to be driven by geared turbines, will be placed in service between Hongkong and the west coast of South America, and between San Francisco and Honolulu.

The Canadian Pacific Ocean Services have received advice from Ottawa to the effect that British passports held by persons travelling to New Zealand via Canada do not now require to be issued by the Canadian authorities. Foreign passports carrying the name of a competent British authority granted within the preceding two years do not require Canadian visa.

Large motor vessels are being constructed by many of the leading shipbuilding firms on the Clyde. Two such ships, each of 10,670 tons deadweight, are being built for the British Steam Navigation Company, and Harland and Wolff have four building for the Glen Line, with a carrying capacity of about 13,500 tons. The Glen Line also has a number of 10,500 ton motor ships on order. The fuel situation is an important factor in motor ship building on the Clyde.

The fourth number of the *Dolphin*, the journal of the Imperial Merchant Service Guild, which I received during the week, contains the first instalment of an article from the pen of Sir Reginald Dyke Acland, K. C. B., subject being the log of the famous East Indiaman Warren Hastings, which was recently presented to him by the Guild. In another article some American views on the training of seamen for the Mercantile Marine are expressed, from which it would appear that the politicians in America view very lightly the trade of sealing, although their views are not shared by the representatives of the sailors themselves. There are a number of other articles of first-rate importance and interest to the Mercantile Marine.

I was amused a few days ago to read the effusion in a contemporary by a person who signs himself "Jude". It is customary for critics who write to newspapers challenging the accuracy or otherwise of an article to do so in the newspaper in which the article appeared. "Jude" admits all that I have said to be true, that the Arbitrators in 1916 made an award granting the men and officers on the Indo-China Navigation Company an increase of seven per cent on their salaries, such increase to be current for the duration of the war, or, in other words, to stop when the War was over. The Arbitrators had gone into

Everyone knows of the high capital cost of ships, and the rise in operating expenses, but it is desirable that uninformed critics of the shipping industry should be reminded of these facts. The cost of building to replace lost tonnage has gone up to an extent which is only realised by those who have to pay the bill, and over and above this the price of fuel and stores has risen to a considerable extent, while wages have also mounted to a higher level. On top of this, the delays in port have had the effect of further increasing the total cost of operating ships, and

FOR PEKING.

WILTS MEN LEAVE ON MONDAY.

We hear that the P. and O. liner Himalaya is due to leave on Monday next for Tientsin with "A" Company of the 2nd Wilt's Rgt., who will eventually proceed to Peking for guard duties at the British Legation.

From Tientsin the Himalaya is sailing for Vladivostock to embark Serbs and Czechoslovak.

SNATCHERS.

EUROPEAN SECURES AN ARREST.

A native, paying a visit to Hongkong from the country yesterday, fell a prey to a gang of snatchers in Dea Veas Road close to Cleverley Street. The affair was witnessed by Mr. Howe, of the P.W.D., through whose agency one of the men was caught and charged before Mr. N. L. Smith at the Magistracy this morning.

The complainant could only state that he felt his pocket being picked from behind, and that he was unable to run fast enough to catch the man.

Mr. Howe stated that he saw a number of men hustling the complainant and that the defendant, who actually snatched the purse, ran away. Witnessed chased him and saw the man throw the purse away. Eventually the man was caught in the Western Market, into which he had run for concealment. Sentence of six weeks' hard labour was passed.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 36.83/-.

NOTICES

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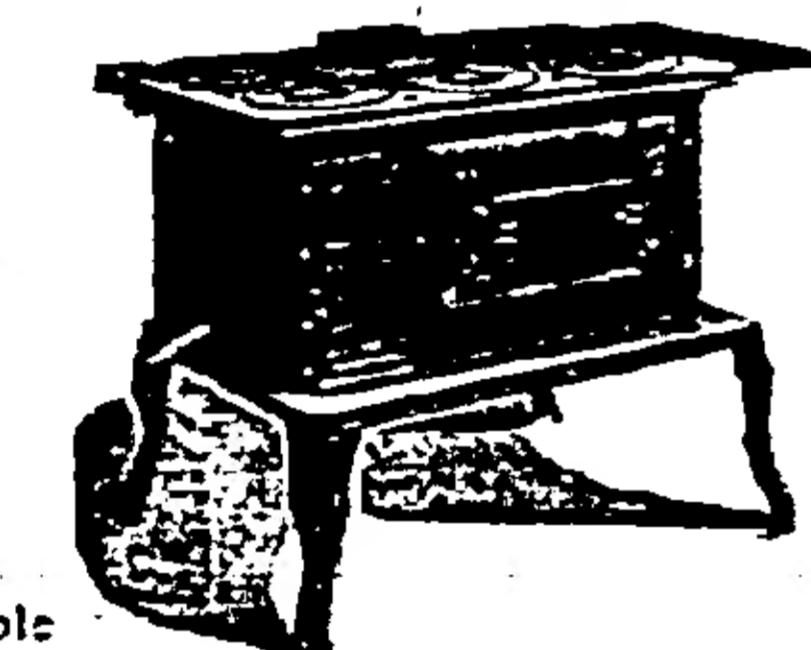
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Shorts, Waist 20 to 30 ins., \$1.95.

WATER BOTTLES. Serviceable Water Bottle capacity,
covered khaki serge, complete with Buckle & Strap, \$1.00.

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slide, regulation shade and size, 90cts.

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make, complete with cases, \$2.50.

BELTS, Boy Scout Belts, Khaki Web, adjustable to various
lengths, regulation clasps, & swivel, \$1.00.

NECKERCHIEFS, Boy Scout Scarves, good quality sateen
colours, myrtle, scarlet, navy, 75cts.

FLAGS, Boy Scout Signalling Flags: colours, blue & white
halves, 75cts.

FLAGS, Boy Scout Patrol Flags: bear, deer, cow, bulldog,
cobra, bat, beaver, boar, eagle, etc., 50cts.

SHOULDER KNOTS, Boy Scout Shoulder Knots: colours,
purple & white, blue & white, green & white, 10cts.

LANYARDS, Boy Scout Lanyards, Khaki Twisted cotton,
strong & durable, medium length, 20cts.

WHISTLES, Boy Scout Regulation Oxidised Whistles, 50cts.

KNIVES, Boy Scout Knives, good quality, Sheffield steel, with
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Mr. and Mrs. J. Barr	Capt. N. H. Leitch
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N. Bentz	Mr. and Mrs. C. G. Lehr
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Miss M. Van Hagen	W. Shaw
Mr. and Mrs. W. A. Hannibal	Capt. Sigvald
Capt. J. W. Hard- ing	Mr. and Mrs. G. H. Tait
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Mrs. J. A. Jordon	H. Williams
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N. B. Karanjanja	G. C. Wood
Mrs. A. Kester	Mrs. W. Yest

GAUDY UNIFORMS FOR TROOPS.

FREEZING OUT THE RANKER.

Although Sir Archibald Williamson, Parliamentary Secretary to the War Office, in the House of Commons recently implied that esprit de corps is generated and fostered by gaudy uniforms, he might find from a plebiscite of the Army that there are no grounds for such an implication.

"Review order," or, as the Tommies call it, "Swagger kit," finds no favour with the private soldier. It is the cause of more bad language than anything else in the peace-time army.

A slight stain that may have been made during Royal review provokes an order from the company officer to "get a new tunic." That tunic has to be bought and paid for by the soldier, in spite of the fact that the stain may be invisible at a distance of five yards. With "review order," the hours which it was hoped would be spent in educational work under the new War Office scheme, will be devoted very largely in future to pipeclay and blanco.

With the majority of young officers, and more especially the rankers, the proposal friends no more favour. A new kit in future will cost nearer £400 than £300 at present prices. This will be not only a drain upon the purses of middle-class parents, but it will practically put a full stop to the career of any young corporal or sergeant recommended.

St. George's House.

Corrected to 10th June, 1920.

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A. Kirk	W. McHugh & 2 daughters
J. R. Lloyd	W. McHugh & 2 daughters
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WHENS AND HOWS OF TENNIS.

TIMING THE ALL IMPORT-
ANT CONSIDERATION.

P. M. Dawson, a member of the British Davis Cup Team and Covered Court champion, writes in a Home paper:

Timing is the all-important consideration in lawn-tennis.

Fencing helped me to grasp this fact—I was a rank failure when first I wielded a racket. Fellow-members of the Camden Hill Club were inclined to vanish when I sought a single or a share in a four. An indifferent player, it seemed, is just as apt to spoil a game of lawn-tennis as one who cannot remember what are "trumps" mars a hand at bridge.

My timing was the trouble. It dawned on my slow-moving lawn tennis intelligence that timing is to the man with the racket what a retentive memory is to the card player and a good touch to the pianist.

Timing also includes style for to ensure the concussion of ball and racket at the proper moment correct form is an essential. Rough-and-ready ways may be satisfactory in some sports. I read the other day in an article on rowing that absolute simultaneity of stroke has often achieved success against a more powerful crew with a fine style. I am convinced a player who fails to strike the ball in correct form could not hope to defeat a polished scientific exponent of lawn-tennis.

WATCH THE BALL.

Perfect timing is distinguishable in a moment; but would be difficult to describe even if a whole manual were devoted to the task.

A few hints will perhaps help the young player to proceed in the right direction. Keep your eye on the ball. This is good advice in all games where a moving sphere is the point at issue. One cannot watch the ball too closely. To illustrate how important is this advice, it may be said that the success of Mrs. Lambert-Chambers is attributed largely to her intense concentration on the ball from the moment it leaves the racket of the server until it reaches a suitable place to be hit. The moment for a stroke, of course, varies widely according to which "shot" the situation dictates.

The time to drive is the fractional moment when the ball hangs at the top of the bounce. Some players, notably Norris Williams, the well-known American, use a whip drive, which meets the ball as it rises from the bounce. This method has one advantage in that it allows an opponent less time to anticipate the return. No shot requires a more exquisite perfection of timing.

Don't lose sight of the ball or control of your racket—these are two essentials to success in volleying and smashing.

Why do so many smashers dispatch the ball into the net or out of court? Because the player, in his eagerness to hit hard, either momentarily removes his eye from the ball or forgets what he has learned about footwork.

The terrific force of the drive of William Johnson of America, the hurricane hitting at the crease of Gilbert Jessop, the cricketer, are both produced by timing rather than a lavish expenditure of physical energy.

A careful scrutiny of the form of good lawn tennis players, constant practice in good company, all tend towards a mastery of the game. But it must regrettably be admitted that esprit de corps is generated and fostered by gaudy uniforms, he might find from a plebiscite of the Army that there are no grounds for such an implication.

"Review order," or, as the Tommies call it, "Swagger kit," finds no favour with the private soldier. It is the cause of more bad language than anything else in the peace-time army.

The old regulars who were promoted from the ranks to commissioned service during the war will also swell the chorus of protest. There are many such ex-rankers still in the Army and they will be very hardly by the proposal. Usually they are waiting on to complete a year or two's service in order to qualify for their full pensions. As for the most part they possess no private income, they have to live on their Army pay or attempt to do so, and if they are married their plight is infinitely worse.

With such an additional burden as the purchase of peace-time uniform will impose, most of them will be compelled to relinquish their commissions and retire at a lower rate of pension. "They want to freeze us out of the service," was how one of them expressed it.

NEW ADVERTISEMENTS.

THE BLACK CATS?—What about them?

COSTUME CONCERT PARTY—Oh, who's running it?

UNDER DIRECTION OF TEDD MILES—h'm—don't know him.

OPENING CONCERT—When?

TO-NIGHT, SATURDAY, 17th JULY—Where at?

KOWLOON CRICKET CLUB—Really! What time?

AT 9 p.m. SHARP—Oh! Why sharp?

DON'T MISS THE OPENING CHORUS—Who are these people?

FIRST APPEARANCE IN COLONY—Oh, do let's go.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES.

REPLIES AWAITS BOX No. 1

NOTICE.

REPULSE BAY HOTEL

The Management beg to an-

ounce that, until further notice, the usual Tea and Dinner Dances will be held on Wednesdays and Saturdays: Also as from the 17th of July (in addition to these Regular Dances) the Repulse Bay Hotel Orchestra will play daily from 5 to 6.30 p.m. and from 8.30 to 11.30 p.m.

NOTICE.

THE WEST POINT BUILDING COMPANY, LIMITED.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 20th July, 1920.

commencing at 11 a.m. at Godown E. of the Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon.

12 Forged Steel Bars 6½ dia. X 16' long

5 Forged Steel Bars 7 dia. X 16' long

(Suitable for shafts, ships davits etc.)

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

The Undersigned have received instructions to sell by Public Auction on

Tuesday, the 20th July, 1920.

commencing at 11.15 a.m. at No. 4 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon.

160 Bags Pig Iron.

Terms: Cash on delivery.

LAMMERT BROS. Auctioneers.

The Undersigned have received instructions to sell by Public Auction on

Tuesday, the 20th July, 1920.

commencing at 11.15 a.m. at their Sales Rooms, Duddell Street, Victoria, Hongkong.

The following valuable Lease-

hold property situated at Victoria in the Colony of Hongkong, viz. All that piece or parcel of ground situated at Victoria aforesaid registered in the Land Office as Section 5 of Inland Lot No. 423 together with the messuage erected thereon known as No. 5 West Terrace Victoria aforesaid. Term 999 years from 28th May 1855, created by a Crown Lease of the said Lot dated 17th April 1855 Annual Crown rent \$6.46. Area 2959 square feet.

For further particulars and conditions of sale apply to JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Hongkong.

Solicitors for the Mortgagors, or to MEERS LAMMERT BROS. Auctioneers.

Hongkong, 13th July, 1920.

NOTICE.

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

An Interim Dividend of Three dollars and fifty cents per share for the six months ending 30th June 1920 will be payable on Wednesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Com-

pany will be closed from the 20th to Wednesday the 23rd July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of

Directors.

MOWBRAY S. NORTHCOTE. Secretary.

Hongkong, 13th July, 1920.

NOTICE.

THE HONGKONG CENTRAL ESTATE LIMITED.

An Interim Dividend of Four dollars per share for the six months ending 30th June 1920 will be payable on Wednesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Com-</p

CONSIGNEES.**THE ADMIRAL LINE.****NOTICE TO CONSIGNEES.**

The Steamship

"ABERCOS" (Voy 2)

having arrived from Portland Ore via ports, on 16th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, Kowloon, and stored at consignee's risk.

Consignee of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 22nd inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 23rd inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE,
5th Floor Hotel Mansions,
Hongkong, 15th July, 1920.

NOTICE TO CONSIGNEES.

S.S. "MAQUAN"

From SEATTLE JAPAN & MANILA.

The above-mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo is being landed at their risk into the Hazardous and or extra Hazardous Godowns of the Hongkong and Kowloon Wharf & Godowns Co., Ltd. Kowloon and stored at Consignee's risk.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined at 10 a.m. on 19th inst.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 19th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation,
Managing Agents.

THE ADMIRAL LINE,

5th Floor Hotel Mansions.

Hongkong, 13th July, 1920.

CONSIGNEES.**NOTICE TO CONSIGNEES.**

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"SHIZUOKA MARU."

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 21st July, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, 14th July, 1920.

THE ADMIRAL LINE.**NOTICE TO CONSIGNEES.**THE Steamship
"MULPUA"

having arrived from New York via ports, on the 13th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. Kowloon, and stored at consignee's risk.

Consignee of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on the 17th by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after the 19th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation.

Managing Agents.

THE ADMIRAL LINE,

5th Floor Hotel Mansions.

Hongkong, 16th July, 1920.

CONSIGNEES.**NOTICE TO CONSIGNEES.**OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Co's Steamer
"BELLEROPHON."

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd July, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 5th August, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 15th July, 1920.

PRINCESS LOSES HER MILLION GIFT.**DYING DEED REVOKED.**

The deed signed on his deathbed by the late Lord Michelham, under which he settled \$30,000 a year (equivalent to a capital sum of £500,000 to £1,000,000) on the wife of the present Lord Michelham, was recently held in the Chancery Division to be invalid. The allegations were that—

Lord Michelham was unconscious at the time, and was dying. He knew nothing about the present Baron's proposed marriage, or of the terms of the marriage settlement he was signing.

The pen was put in his hand, and his hand guided in making the signature.

The executors disputed the deed, and the action was fought on behalf of any possible children of the marriage.

Dr. H. T. Thompson, the family doctor, called for the defence, said that late Lord Michelham was a morose and taciturn man.

When spoken to by strangers he would often refuse to reply. Even when spoken to by the baroness he often took no notice unless she felt inclined.

In witness's opinion Lord Michelham's mental faculties were the same on January 3, 1919, as they had been since September 1918, though, no doubt, owing to the fever and pneumonia, he was less inclined to answer questions.

WHY THE DEED WAS SIGNED.

Describing the signing of the marriage settlement, witness said, "When I reached the house about 10 p.m., I found an animated discussion going on in the dining room between members of the family. Miss Capel (now the wife of the present peer), and Mr. Brandon (Miss Capel's solicitor). Lady Michelham said she was most anxious for Miss Capel to marry her son, and that Lord Michelham had given his consent. Miss Capel said she was willing to marry if proper settlements were made upon her.

Lady Michelham said that settlements were not necessary as she would always look after her son and Miss Capel if she became his wife. Finally Lady Michelham agreed that the settlement should be signed.

DOCTOR'S PROTEST.
DOCTOR'S PROTEST.

"She then asked me to go upstairs and witness the signing of the deed. I protested, as I thought that in a matter of this importance the family lawyer, Mr. Chance, should be present, and that Sir Albert Stern, Lord Michelham's attorney, should know of the matter.

Lady Michelham said, "It is my wish that you go upstairs and witness the document. Mr. Brandon, Count de Lubersac and I then went to Lord Michelham's room.

Lady Michelham said to his lordship, "You have your consent to the marriage of Herman and Bertha a few days ago. Do you now wish it?" and he answered, "Yes" at the same time moving his head in affirmation. Lady Michelham said, "Do you wish to sign the settlement?" and he replied, "Yes."

Sergeant Sullivan said he had no such evidence.

His Lordship said that on the evidence of Sir Thomas Horder, no tribunal could entertain the slightest doubt that Lord Michelham was quite incapable of understanding any business proposal put before him, and that disposed of the case. He therefore declared that the deed was invalid, and ordered its cancellation.

MINIMUM FOR CURATES.

South Wales curates, who recently decided to form a protection association, have put in a claim for a minimum of £400 per annum for married clergymen and £300 for unmarried clergymen.

SHIPBUILDERS.**SHIP REPAIRERS.****BOILER MAKERS.****FORGE MASTERS.****OXY-ACETYLENE AND****ELECTRIC WELDERS.****MECHANICAL AND****ELECTRICAL****ENGINEERS.**

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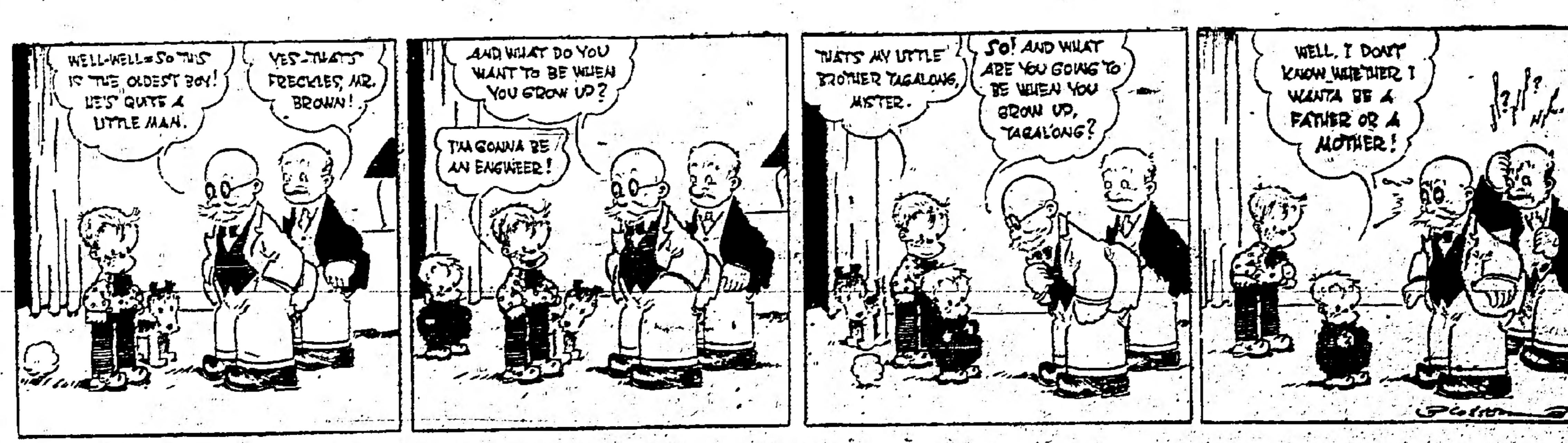
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Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 17, 1920.

THE ANGLO-JAPANESE ALLIANCE.

The present Alliance between Britain and Japan is due to terminate in July of next year, the last renewal having been made in July of 1911, for a period of ten years. One of its provisions, however, is that twelve months' notice must be given of any intention by either party to terminate the agreement, and thus it is that the question has at this time again come into prominence. Negotiations have been known to have taken place recently in official circles regarding a renewal of the Alliance, and it now transpires that the Governments of both parties to the agreement have addressed a communication on the subject to the League of Nations. The communication is of the utmost importance, inasmuch as it amounts to a mutual recognition of the fact that the Alliance, whilst harmonising with the spirit of the League Covenant, does not conform to the spirit of that Covenant, which we are assured it is the desire both of Britain and Japan to respect. Thus the two Governments declare that if the Alliance is to be continued, it must be in a form which meets the requirements of the Covenant in all particulars. In other words, both nations recognise their obligations under the League of Nations Covenant, and they agree that if the Alliance is renewed it will have to be modified.

There have been detractors both of Britain and of Japan who have held the view that some secret arrangement would be come to by these two countries whereby the present arrangement would be preserved, even though its terms might conflict with the League of Nations ideals. But the other day it was stated by Mr. Lloyd George that any new understanding between Britain and Japan would be forwarded to the Secretariat of the League, as is required by the provisions of the Covenant regarding international engagements. Matters have now been taken a step further by this joint declaration of the two Powers concerned, which should be hailed everywhere as an earnest of the good faith of Britain and Japan in their attitude towards the League. The respect in which the Alliance is considered to conflict with the letter of the Covenant is not indicated, though we have seen it argued that the divergence is discernible in the fact that Article 4 of the Alliance provides that should either of the contracting parties conclude a treaty of general arbitration with a third Power, it is agreed that nothing in the Alliance shall impose an obligation on such contracting Power to go to war with the Power with whom such arbitration treaty is in force; whereas Article 13 of the League of Nations Covenant is to the effect that the signatory Powers agree that whenever any dispute or difference arises between them which cannot be satisfactorily settled by diplomacy, they will submit the whole matter to arbitration. But we cannot see that there is any marked conflict in these two articles. Of course, the whole Covenant is a carefully drawn-up scheme to maintain peace, and one of its provisions is that if there should arise between the League members any dispute likely to lead to a rupture they will submit the matter to arbitration or to inquiry by the Council, and agree in no case to go to war until three months after the award is made. Moreover, any war or threat of war, whether immediately affecting the members of the League or not, is declared a matter of concern to the whole League. From that standpoint, it is possible, though hardly conceivable, that either Britain or Japan might come into opposition with the League decisions through refraining from certain acts under the terms of the Alliance. That is one technical point where inconsistency might come in.

But probably of more importance are the principles of the Alliance as set forth in the statement of its objects. These are stated to be the maintenance of general peace in the East (with which the League cannot quarrel); the preservation of the common interests of the Powers in China by ensuring the independence and integrity of China and the principle of equal opportunities for the commerce and industry of all nations in China (a very ideal principle); and the maintenance of the territorial rights of the contracting parties in Eastern Asia and India; and the defence of their special interests in these regions. These latter declarations we can quite conceive to be rather at variance with the League's ideals, for the Covenant, whilst respecting "the territorial integrity and existing political independence" of the members of the League, says nothing about "special interests" even in a general way, much less when they concern the territory of a third party. Indeed, the Alliance itself is rather a contradictory arrangement. But now that the whole agreement is to be revised so as to meet the requirements of the League, we may look on the elimination of all objectionable clauses. And we imagine that the joint declaration of Britain and Japan in this matter will give deep satisfaction to all other countries and to China in particular.

NOTES & COMMENTS.

DRESS AND THE THEATRE.

So intensely enjoyable have been the performances given by "The Quaints" that those present might in some measure have been led to forget a good deal about the heat, but there have been many limp collars and shirt fronts these last two nights. The question has been asked before but might well be asked again: "Why is it that when attending the Theatre in the hot season men will persist in donning black evening suits that render their stay in the Theatre the most uncomfortable imaginable?" It is not nearly time that the men folk of this Colony definitely agreed to go to the theatre comfortably and lightly clad instead of perpetuating this present pandering to an old-fashioned idea that is in no wise suitable to the climate? In the winter there can be nothing against the wearing of an evening suit; there are many arguments in favour. But with the thermometer in the region of 90 degrees and with the humidity also high, it is little short of purgatory to endure the discomforts of dark clothes and stiff shirts. We were glad to see the other evening that some residents did defy the supposedly rigorous convention that deems it right and proper for men in the Circle to be "dressed" but they were in a hopeless minority and were rather open to sympathetic stares from the class of man who is as slavishly bound to convention as the majority of women are to fashion. It seems that here's a chance for ladies in Hongkong to help the men. Evening dress for ladies is of a design that makes for coolness but it is the reverse with men's wear. Could not the Hongkong ladies agree to give all their men folk permission to wear the white lounge clothes of the day-time? After all, the ladies do rule—men's evening wear because it is hardly the thing, as present opinion stands, for men not to keep the ladies company when it comes to a matter of "dressing." Let the men of Hongkong persuade their wives to give them this very desirable freedom in these hot days, and when the married men have set the fashion, the single ones will thankfully follow. Then the theatre would be robbed of terrors; men would go with a lighter heart; and the enjoyment would be twice as keen.

EUROPEAN PEACE?

At last we seem to be within sight of a complete European peace. Let us review the facts that have led up to this promising vision. Soviet Russia has been at war with all Russia's late friends for longer than one cares to imagine and the Allies have at times taken active steps against her and others have been content to sit passively, a looker-on. When Poland was given her independence by the Treaty of Versailles it could not have been anticipated that this supposedly impoverished nation would have set itself the task of fighting the armies of Soviet Russia, not so much because anything of Poland's was immediately at stake but because Poland was out for a little more than what had been given her. That has been very frankly admitted by the Allies, who have had occasion to remind Poland of the terms of the Treaty. The unexpected frequently happens, and it has in this case. Russia's forces have been victorious against every opposition and they have so overwhelmingly defeated the Polish armies that there is a distinct fear that the integrity of Poland will become a mere phrase rather than a fact. The Allies, who were content to watch while Poland was winning, have now come forward to intervene because their pledge has been given to Poland in the Peace Treaty that Polish integrity will be preserved. Under the leadership of Britain, the Allies have sent a message to Russia inviting that country's participation in a conference to be held in London with the object of settling all matters in dispute, fixing boundaries, etc. With the invite gone a threat that if Russia does not consent and persists in her offensive against Poland then "the Allies will feel bound to assist Poland to defend its existence with all the means at their disposal." It is quite a pretty and illuminating example of diplomacy. If Russia consents to talk, all very well and good, but if she doesn't then the Allies will be at her again. Russia's choice is somewhat limited, to say

DAY BY DAY.

HE WHO PRAISES EVERY BODY

PRAYS NO BODY.—Johnson.

The name of Mr. Matthew Connor Lasher has been added to the Dental Register.

There were two cases (one fatal) of enteric fever reported yesterday and also one fatal case of plague, all the sufferers being Chinese. There was one case of diphtheria reported, a British subject being involved. Otherwise there was a clean bill of health.

His Excellency the Governor has appointed Dr. W. W. Pearce, Medical Officer of Health, to act as Colonial Veterinary Surgeon, in addition to his other duties, during the absence of Mr. Adam Gibson, M.R.C.V.S.

The monthly whist drive of the Sergeants' Mess, Wilts. Regt., was held last evening in Murray Barracks. The prize-winners were: Ladies—1st Mrs. Hill (188); 2nd Mrs. May (174); 3rd Mrs. Dovaston (171); booby, Mrs. Blake (134). Gents—1st Mr. Read (183); 2nd Mr. Dixon (177); 3rd Sgt. Grace (176); booby, Q.M.S. Reynolds (131).

The following regulation is gazetted:—An application for a Sunday permit if not made until the Saturday preceding the Sunday for which the permit is required must be made not later than 1 p.m., but in special cases applications, accompanied by payment, which must be made by cheque, will be received at the Harbour Office residential quarters up to 5 p.m.

"QUANTS" AGAIN.

BETTER THAN EVER.

R. B. Salisbury and his fellow "Quants" gave their second performance at the Theatre Royal last night, and those present who had seen the opening show agreed that the programme was even better than ever. These clever entertainers got going from the moment that they invited the audience to take a peep of Pierrotland and there was never a dull minute until the final and most effective good-night scene. The whole programme was stamped by originality, humour, good music, charm and daintiness.

The Humours Department had as its chief Salisbury himself, who was even more droll and funny than ever. His song about wanting an egg for tea and his inimitable rendering of "James William Macintosh" were great hits, whilst in the concerted Widdicombe Fair number he was a scream—rarely ever have we seen an audience more convulsed. Miss Dorothy James again excelled with her clever songs at the piano. Miss Hilda Denton, whose voice is so delightfully clear, sang most charmingly both in solo work and in a really fine duet with Mr. Ernest Scovell, who also came in for much applause for his songs. Then there were the rollicking songs of Mr. Grabbane Doncaster, who has a rich and powerful bass voice; the dainty dancing of Miss Ella Cameron, and the clever whistling solos of Miss Josephine Cantor. In addition to all these things, there were trios, quartettes and original sketches by the whole company.

A word must also be said of the effective work at the piano by Mr. Jack Strachey, who showed himself a real artist.

To-night "The Quaints" give their farewell show with an entirely new programme. Nobody should miss it.

DR. SOMERVELL'S APPOINTMENT

Dr. Arthur Somervell, the new Principal Inspector of Music under the Board of Education, is, by arrangement with the Scottish Education Department, to devote part of his time to

work north of the Tweed. The least. But, in spite of the clumsiness which has characterised the Allied dealings with Russia we do pray that the end of all this futile fighting in Europe is in sight. Not until there is peace can there be any real reconstruction. Russia needs

LINES FROM LINCOLN DODDIE.

"Lincolndoddie" Ecclefechan, N. B.

9th June, 1920.

Dear S.—

Aye as I was just saying, the human mind is a great institution. For, mind ye, it does a lot of funny things. It can climb a hillside wi' a laugh and yet on the other hand near break its neck stumbling over a mole hill.

Yesterday, through in Edinburgh, I bought two things,

a pound o' walnuts and a pair o' binoculars.

The hindmost cost one £6 10s.

and I had no objection, for when ye

look at it, a person can only buy

one pair o' field glasses in a life

time. They bring new worlds to

view and they give intimacy, so

to speak, wi' distant peaks, no' to

talk o' the sun ye can get at the

seaside—where there's mixed

bathing: they also enable one

to spot a stray sheep a couple o'

miles off, give intimate information

about what the neighbours

have for supper if you're cursed

wi' a prying spirit, forby lending

distinction to one's figure whether

on shipboard or at the Hongkong

Races. So £6 10s. for that sort o'

friend, companion and genii is

cheap at the money.

But when it comes to paying

2s. 3d. for a pound o' walnuts,

that's a dog o' a different colour

altogether. I was almost beyond

words, but no' quite, as

our grocer well till ye. That was

brigandage. I mind fine the time

when grocers bought rows of

houses on the profits on walnuts

sold over, the counter at 4d. a

pound and an extra two or three

thrown in into the bargain.

Simple figuring proves that the

proceeds from half an acre o'

walnut trees puts ye well in the

running for a Directorship in the

Bank of Scotland. Walnuts

nowadays are worth more than

most of the other semi-precious

stones. It's robbery any way ye

look at it.

So ye see, while £6 10s. for a

spy glass left me satisfied wi'

my bargain and wi' life, the 27

pence I spent on walnuts filled

me wi' foreboding as to the future

o' my native land and reminded

me once more that things are not

at all what they were 30 years

ago. Aye the human mind is

certainly a queer thing. Of

course, mind ye, I got the glasses

second-hand, but wi' a new case

ye could never tell the difference.

Jane says I'm no' to let on.

That there is profiteering and

much talk of profiteering only

goes to prove once again that

there's nothing new under the

sun. We read of it and food

hoarding as if they were of fairly

modern origin—the result o' the

world war. But hearing my wee

piece say her verse last Sunday

reminded me o' Joseph gathering

and storing in big sheds all the

available food—mostly corn

against the time there would

be famine in the land. When

the drought came, ye mind,

canny Joseph sold his grain

at a fine profit until finally he

got possession o' all the gold and

silver and most o' the land

foreby.

Then it was that he surrendered

the political control of Egypt

to Pharaoh but kept the economic

control for himself, which, after

all was said and done, was the

</

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WORLD'S OLDEST YACHT CLUB.

QUAINT CUSTOMS RECALLED.

This is the bicentenary of the Royal Cork Yacht Club, the oldest yacht club in existence. The club was founded in 1720, and was, in those days, known as the Water Club of the Harbour of Cork. Its records are most interesting. The original "Rules and Orders" make very quaint reading, and throw a deal of light on the customs observed by that early generation of yachtsmen.

The sport was pursued under totally different conditions to those that obtain at the present time. There is no record of any racing as we recognise it now. The members of the Water Club met periodically, and, under the command of their admiral, engaged in various manoeuvres. Their sailing rules were based almost entirely on naval usage and regulations. We might, in fact, regard this old organisation as in a manner resembling our present-day R.N.Y.C.

The members submitted themselves to a strict discipline. An admiral and vice-admiral were elected, and the ordinary members were styled captains. The fleet vessels met once every spring tide from the 1st in April to the last in September—a fortnightly cruise. The cruises were conducted with great ceremony, and there appears always to have been a considerable expenditure of gunpowder, all signals being made to the accompaniment of the firing of guns. Some of the rules made special reference to the supply of gunpowder for the fleet.

PENALTY FOR ABSENCE.

Members were expected to attend all cruises, and one rule laid down that any captain being absent without showing good cause should forfeit for each offence one English crown towards buying gunpowder for the fleet, which the secretary was instructed to levy and lay out for the said use. The secretary was further ordered to write to absentees, giving notice of the next meeting, either by post or messenger; the captain so written to, to pay the cost.

On the days appointed for the cruises the fleet assembled at the first quarter ebb, and any abreast of the Castle in Spike Island forfeited a British half-crown for gunpowder for the fleet. Vessels, as they joined the fleet, had to salute the admiral and, if any vessel had no guns to fire, three cheers were to be given which would be returned by the admiral the one cheer more from the vessel saluting.

At a given signal the fleet got under way, the admiral leading and the vice-admiral bringing up the rear, while the other vessels formed two lines and took up positions according to the seniority of the captains. On no account could any vessel sail off, or to windward of, the admiral unless ordered to do so. Neither could she leave the line without permission. Even if a sick person were aboard any vessel and wished to be landed, the admiral's permission had to be obtained by making signals accompanied, of course, with the firing of a gun. The admiral gave permission by hoisting a white flag, if he refused it he showed a red flag and fired a gun. One is left to conjecture the effect a refusal had on the sick person's enthusiasm for racing.

The only approach to what we might regard as racing was when the admiral gave orders for the fleet to chase an imaginary enemy. This he did by hoisting Dutch colours under his own flag and firing a gun from each quarter.

The admiral appears to have been quite an autocrat in this little sphere of yachtsmen. The sailing rules gave him absolute authority over the fleet and the

THE NEW LAND BILL.

CORN PRICES TO BE FIXED.

The bill embodying the Government's new land and corn production policy, which Sir Arthur Griffith-Boscawen formally introduced in the House of Commons just before the adjournment, was issued recently.

It contains the provisions as to guaranteed minimum prices which have already been announced by the Government and proposes important changes in existing agricultural holdings legislation.

The bill proposes to make permanent the temporary provisions of the Corn Production Act, 1917, including the provisions as to agricultural workmen and the enforcement of proper cultivation, with provision for terminating, by means of an Order in Council, that part which deal with guaranteed minimum prices, but subject to the condition that the order shall not take effect until the expiration of the fourth year after the date on which it is made.

Instead of prices fixed by the Act of 1917 the minimum prices in future are to be based on the following minimum prices for the standard year 1919, viz.: wheat 6s. per quarter of 304lb., and oats 4s. per quarter of 330lb. Minimum prices for 1921 and subsequent years are to be fixed by three Commissioners, and are to rise or fall in comparison with the above prices for the standard year in the same proportion as the cost of production rises or falls in comparison with the cost for the standard year.

As for the enforcement of proper cultivation, it is proposed that orders for a change in cultivation shall only be made where they are "not calculated to affect injuriously the persons interested in the land," and the right of appeal to an arbitrator is provided to determine whether the order is properly made. A new power is given to order landlords to execute the repairs which are necessary to secure proper cultivation by their tenants, and if the landlord fails to comply the tenant may be authorised by the Minister to execute the works and recover the cost from the landlord. These orders are also subject to appeal to arbitration.

KNIGHT OF THE ISLAND.
There was another officer of the club styled the Knight of the Island. He appears to have been responsible for the safety of the club's property, and even the precincts of the club seems to have been jealously guarded. No person not a member could obtain admission unless personally introduced by a member or upon an order signed by at least five members. In cases where a stranger was personally introduced he must have spent the previous night at the house of the member introducing him. On club days no person was suffered even to land on the island unless by leave of the admiral.

At one period the wearing of long-tail wigs, large sleeves and ruffles, was prohibited in the club, and a rule was added to the book on April 21, 1737, in which it was ordered, "that for the future, unless the company exceed that number of fifteen, no man be allowed more than one bottle to his share and a peremptory." This would appear a very stringent rule in view of what we understand of the drinking customs of the period, but there were possibilities of making this elastic as another rule laid down that such members or others as should talk of sailing after dinner should be fined a bumper.

An interesting reference to the club appeared in a book published in 1745, entitled, "Tour through Ireland by two England Gentlemen." It reads, "I shall now acquaint your lordships with a ceremony they have in Cork. It is somewhat like that of the Doge of Venice's wedding the sea. A set of worthy gentlemen, who have formed themselves into a body which they call the Water Club, proceed a few leagues out to sea once a year in number of little vessels which, for painting and gilding, exceed the King's yacht at Greenwich and Deptford. Their admiral, who is elected annually, leads the van, and receives the honours of the flag. The rest of the fleet fall in their proper stations and keep line in the same manner as the King's ships. This fleet is attended with a prodigious number of boats which, with their colours flying, drums beating, and trumpets sounding, forms one of the most agreeable and splendid sights your lordships can receive."

The names of a few of the original members are handed down to us in the records. Among those who were members in 1720 we find the names of Lord Inchiquin, the Hon. James O'Bryan, Charles O'Neal, Henry Mitchell, Richard Bullen, Chaplain, and John Rogers.

NOTICES.

DAIRY FARM NEWS.

POULTRY

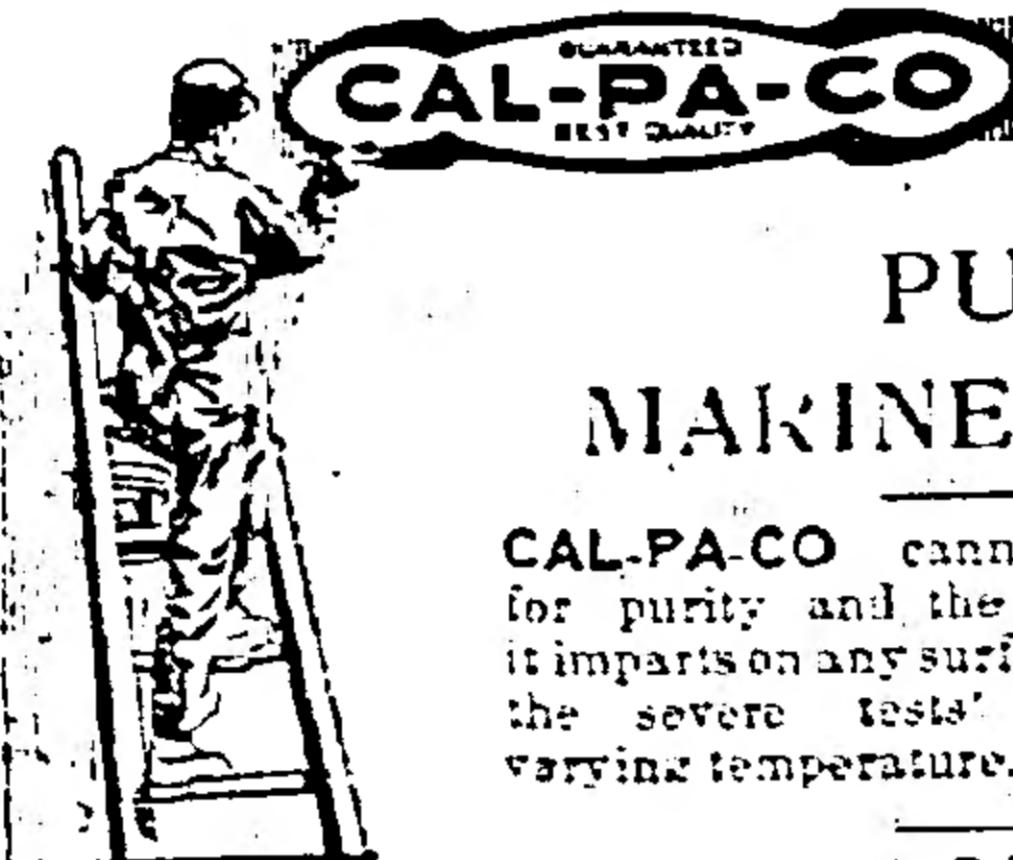
Owing to the high price of imported poultry, our prices for own-housed poultry will be as follows on and after the 8th inst.:

CAPONS - - - 55 cents per lb.

CHICKENS - - 60 "

7th. July, 1920.

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MILK CHOCOLATE

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MONT BLANC, 1/2 lb. boxes.

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rent, and in consequence forces the tenant to leave.

Another clause materially improves the position of a tenant as regards compensation for improvements. As regards market garden improvements, the clause contains provisions enabling the Agricultural Committee to apply to a holding, or any part of a holding, the conditions known as "the Evesham custom," under which the tenant who determines his tenancy is only entitled to compensation for market garden improvements if he can find another tenant willing to take his place and to undertake his liability for compensation.

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GETTING INTO THE EARS

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Empress of Asia...	July 29	Aug. 16
Monteagle...	Aug. 12	Sept. 5
Empress of Russia...	Aug. 26	Sept. 13
Empress of Japan...	Sept. 14	Oct. 5
Empress of Asia...	Sept. 23	Oct. 11
Empress of Russia...	Oct. 21	Nov. 8
Monteagle...	Oct. 26	Nov. 19
Empress of Japan...	Nov. 9	Nov. 30
Empress of Asia...	Nov. 18	Dec. 6
Empress of Russia...	Dec. 16	Jan. 3

* will omit her usual call at Kobe.

Passengers to Europe are strongly advised to determine the exact date of the Atlantic sailing, several days prior to departure from the Orient. Trade conditions in the Atlantic are as compared to the Pacific. Atlantic reservations can be arranged by cable. Letter to all agents in Europe, whether in or crossing the Pacific via CP&OS, Agents. Frequent sailings. Montreal to Liverpool, London and Bremen. Passengers are invited here, will give all such reservations.

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S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
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TENYO MARU ... 22,000 ... Aug. 11th.
SHINYO MARU ... 22,000 ... Sept. 6th.
PERSIA MARU ... 9,000 ... Sept. 17th.
KOREA MARU ... 20,000 ... Sept. 30th.

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HONGKONG to VALPARAISO.

VIA JAPAN, SALINA CRUZ, BALEAO, CALLAO, ARICA & IQUIQUE.

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STEAMERS. TONS. LEAVE HONGKONG.
KAISHO MARU ... July 20th. (Cargo only).
ANYO MARU ... 18,500 ... Sept. 9th.
SEIYO MARU ... 14,000 ... Nov. 9th.

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Lake Farmer No. D. Co. ... July 17
Calico M. O. S. K. ... July 17
West Calico P. M. Co. ... July 17
Himalaya M. O. S. K. ... July 17
Persia M. T. K. K. ... July 17
St. Albans P. & O. ... July 18
Kaiho M. T. K. K. ... July 18
Keketticut P. M. Co. ... July 18
Tokushima M. N. Y. K. ... July 19
Colorado S. S. & D. ... July 19
Kathlauna B. L. ... July 20
E. of Japan C. P. O. S. ... July 20
Manila M. O. S. K. ... July 20

Alta M. O. S. K. ... July 20
Burma M. O. S. K. ... July 20
Awa M. N. Y. K. ... July 20
Tokawa M. N. Y. K. ... July 21
Nikko M. N. Y. K. ... July 21
China C. M. Co. ... July 22
Altai M. O. S. K. ... July 22
Devanha P. & O. ... July 23
Kohsoku M. O. S. K. ... July 23
Wheatland P. S. Co. ... July 23
Pawlet P. S. Co. ... July 27
City of Oran B. L. ... July 28
West Montop L. A. Co. ... July 28
Eldridge P. S. Co. ... July 29
Iyo M. N. Y. K. ... July 29
E. of Asia C. P. O. S. ... July 29
Lowther C. D. & Co. ... E. July
West Ivan F. W. Co. ... July 30
Siam M. O. S. K. ... Aug. 3
Grace D. R. D. Co. ... Aug. 3
Paking B. L. ... Aug. 5
Atsuta M. N. Y. K. ... Aug. 5
Kalyan P. & O. ... Aug. 7
Mexico M. O. S. K. ... Aug. 8
Taiyuan B. S. S. ... Aug. 8
Penang M. N. Y. K. ... Aug. 9
Siberia M. T. K. K. ... Aug. 10
Elkton P. S. Co. ... Aug. 10
Tenyo M. T. K. K. ... Aug. 11
Monteagle C. P. O. S. ... Aug. 12
Toyohashi M. N. Y. K. ... Aug. 15
Aki M. N. Y. K. ... Aug. 18
Nanking C. M. Co. ... Aug. 19
Harold D. R. D. Co. ... Oct. 9
West Hixton L. A. Co. ... Oct. 10
Eastern P. & O. ... Aug. 20
Africa M. O. S. K. ... Aug. 21
West Hika L. A. Co. ... Aug. 23
Birmingham B. L. ... Aug. 27
Nile C. M. Co. ... Aug. 28
Shinjo M. T. K. K. ... Sept. 6
Ningchow B. L. ... Sept. 6

JAPAN, COAST PORTS, ETC.

Tean B. & S. ... July 17
Tjimaneek J. C. J. L. ... July 17
Hanyang B. & S. ... July 17
Kalyan P. & O. ... July 17
Cheongahing J. M. Co. ... July 18
Burma M. O. S. K. ... July 18
Amakusa M. O. S. K. ... July 18
Kanagawa M. N. Y. K. ... July 19
Haibong D. L. Co. ... July 19
Chinhuas B. & S. ... July 20
Shantung B. & S. ... July 20
Aki M. N. Y. K. ... July 21
Tjisalak J. C. J. L. ... July 21
Hopsang J. M. Co. ... July 21
Wingang M. J. M. Co. ... July 21
Haichow M. B. & S. ... July 21
Shin-i M. N. Y. K. ... July 22
Laisang J. M. Co. ... July 22
Sinkiang B. & S. ... July 22
Haiching D. L. Co. ... July 23
Luzon M. O. S. K. ... July 24
Tjiliwong J. C. J. L. ... July 25
Hailoong D. L. Co. ... July 27
Torilla P. & O. ... July 28
Tjilatap J. C. J. L. ... July 29
Sosu M. O. S. K. ... July 29
Tatsuno M. N. Y. K. ... July 28
Kag M. N. Y. K. ... July 30
Penang M. N. Y. K. ... B. Aug. 1
Unsan M. O. S. K. ... Aug. 1
Tango M. N. Y. K. ... Aug. 21

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EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	—	17 July, 4 p.m.	S'pore, Colombo & B'bay.
DEVANHA	8,100	23rd July	S'pore, Penang, Colombo, Port Said, Marseilles.
KALYAN	9,000	7th Aug.	London and Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
TORILLA	5,300	23rd July, 1 p.m.	Calcutta via Singapore and Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S.T. ALBANS	4,500	19 July noon	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
EASTERN	4,000	20th Aug.	S'pore, Penang, Colombo, Port Said, Marseilles.

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,000	18 July, d'light	Shai, Moji, Kobo & Yama
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TOTOHASHI MARU (Calling Manila) Sun., 15th Aug., at 11 a.m.

KASHIMA MARU (Calling Manila) Mon., 16th Aug., at 11 a.m.

FUSHEIMI MARU Saturday, 11th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.

ITO MARU Thursday, 29th July, at noon.

ATSUTA MARU Friday, 6th Aug., at noon.

HAMBURG, LONDON & ANTWERP via Banjewangi, Surabaya, Colombo, Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, C'po, Suez & Port Said.

TOKUSHIMA MARU Tuesday, 20th July.

AWA MARU Thursday, 22nd July.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Wednesday, 21st July, at 11 a.m.

AKI MARU Wednesday, 18th Aug., at 11 a.m.

NEW YORK via the Suez Canal.

TOKIWA MARU Tuesday, 29th July.

SOUTH AMERICAN PORTS via Singapore, Rangoon & Calcutta.

PENANG MARU Monday, 9th August.

BOMBAY & COLOMBO via Singapore.

SHIN-I MARU Thursday, 22nd July.

CALCUTTA & RANGOON via Singapore & Penang.

TATSURO MARU Wednesday, 23rd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Wednesday, 21st July, at 11 a.m.

TANGO MARU Saturday, 24th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

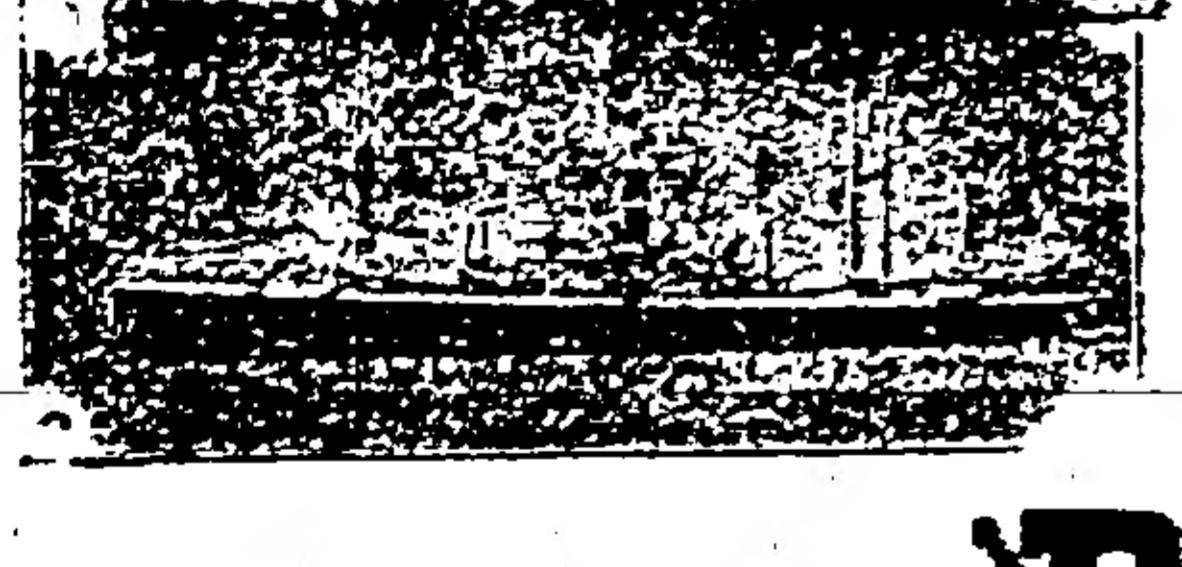
KAWAGAWA MARU Monday, 19th July.

KAGA MARU Friday, 30th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	W.D. hours or about
Tjilmanoek	Japan	in port	17th July
Tjilalak	Java	in port	21st July
Tjilwong	Java	20th July	26th July
Tjilatap	Java	25th July	29th July
			Swatow.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passenger. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

JAVA-China-Japan Lijn., York Buildings.
Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"MEXICO MARU" 8th August.

"CHICAGO MARU" 14th September.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" Tuesday, 20th July.

"SIAM MARU" Beg. of August.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" Sunday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KOSOKU MARU" Saturday, 24th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"MANILA MARU" Tuesday, 20th July.

"AFRICA MARU" Saturday, 21st Aug.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALTAN MARU" Thursday, 22nd July.

SAN FRANCISCO & NEW ORLEANS.

"CELEBES MARU" Saturday, 17th July.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokosuka.

"LUZON MARU" Saturday, 24th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Sunday, 18th July.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 29th July.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination | Steamer | Sailing

STRAITS & CALCUTTA ... Fook sang Sat. 17th July at noon.

TIENTHSIN via Chefoo... Cheongshing Sun. 18th July at d'light.

SHANGHAI via Swatow-Hopson Wed. 21st July at d'light.

MANILA ... Wing sang Wed. 21st July at 3 p.m.

MOJI & Kobo ... Tak sang Thur. 22nd July at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore: Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai; sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by

vessels with good passenger accommodation. Sailings from both ports every Friday.

HAI-PHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTHSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihsien & Chefoo.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. AKI MARU (Australian Line) left Sydney for this port via Manila on the 1st July, and is expected here on the 20th July.

The N. Y. K. s.s. KANAGWA MARU (Bombay Line) left Bombay for this port via Tucorin on the 1st July and is expected here on the 15th July.

The R.M.S. EMPRESS OF ASIA left Vancouver for Hongkong via Japan ports, Shanghai and Manila, on the 1st July and is due here on or about the 22nd July.

The N. Y. K. s.s. AKI MARU (Australia Line) left Thursday Island for this port via Manila on the 9th July, and is expected here on the 20th July.

The N. Y. K. s.s. TOKIWA M. (New York Line) left Yokohama for this port via Nagasaki on the 11th July, and is expected here on the 20th July.

The Ben Line s.s. BENLAWERS from Middlesex and London left Singapore for this port on 11th instant and may be expected to arrive here on or about 17th instant.

The R. M. S. EMPRESS OF ASIA arrived at Yokohama on 15th July p.m. left there 13th July a.m. and is due at Hongkong on 23rd July a.m.

The E. & A. Co. s.s. ST. ALBANS left Moji for this port on the 13th instant at p.m. and is due here on the 17th instant at about 4 p.m.

The N. Y. K. s.s. CALCUTTA M. (Hamburg Line) left Rotterdam for this port via Suez on the 23rd June, and is expected here on the 11th August.

The R. M. S. MONTRAGLE left Vancouver for Hongkong via Japan ports, Shanghai on the 10th July and is due here on or about the 5th August.

The N. Y. K. s.s. TOKIWA M. (New York Line) left Nagasaki for this port on the 15th July and is expected here on the 19th July.

The N. Y. K. s.s. SHIN-I M. (Bombay Line) left Kobe for this port via Moji, on the 14th July, and is expected here on the 21st July.

The China Mail S.S. Co. is in receipt of a telegram

TO-DAY'S PICTURES.



THE BREAD LINE AT RIGA.

Waiting for food at a Red Cross depot in Riga, a former Russian Baltic province, where many Russians made their homes.



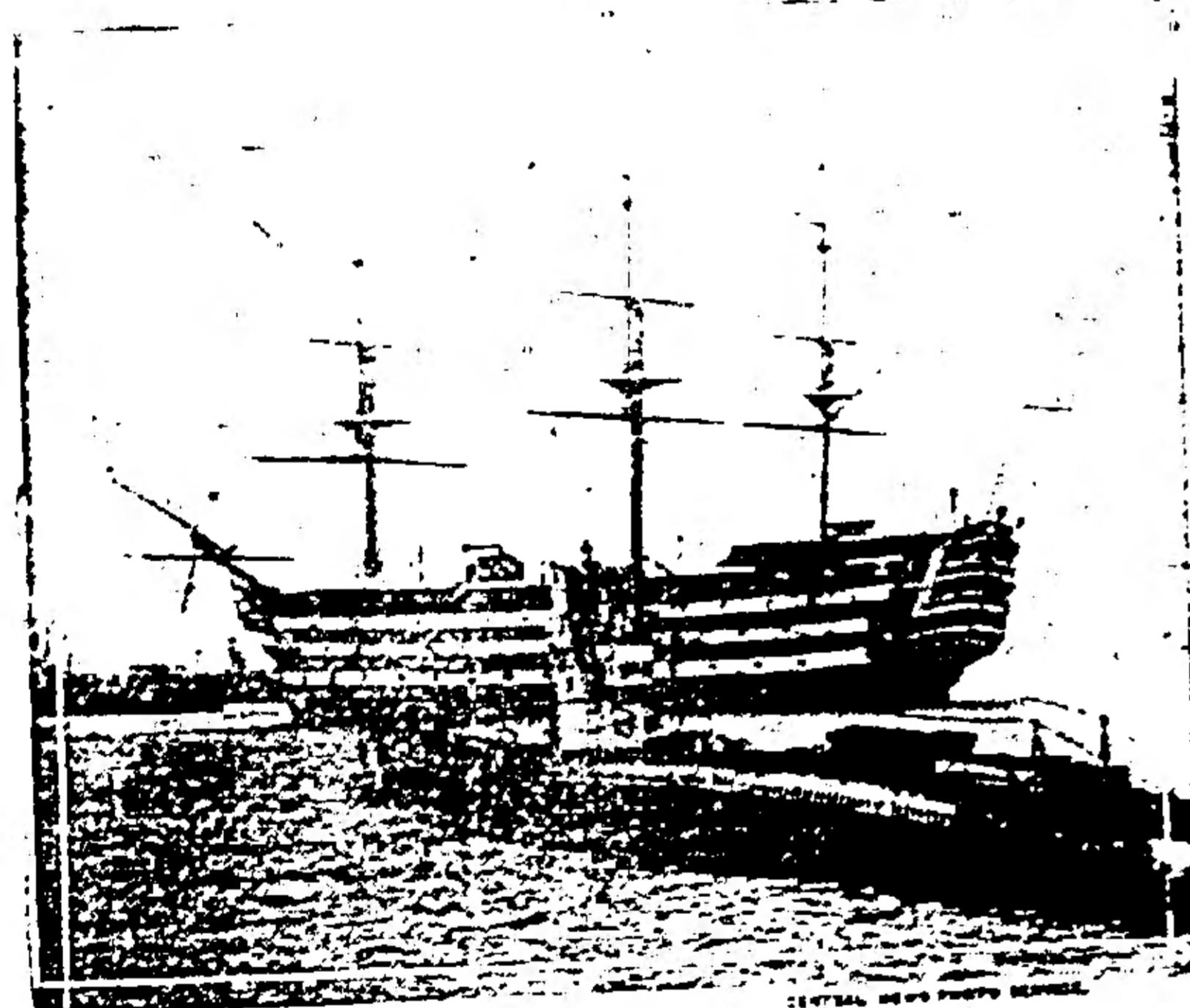
HERO OF KUT.

A new photograph of General Townshend, now on a visit to America.



SHAMROCK III.

Sir Thomas Lipton's yacht Shamrock III which has been engaging in a series of trials with the American Cup challenger Shamrock IV.



OVERHAULING THE "VICTORY."

Nelson's famous flagship is here seen in the naval basin at Portsmouth, where she is to be overhauled. A submarine is seen in the foreground.



GERMAN CABINET.

A recent photo of the German Cabinet in session.



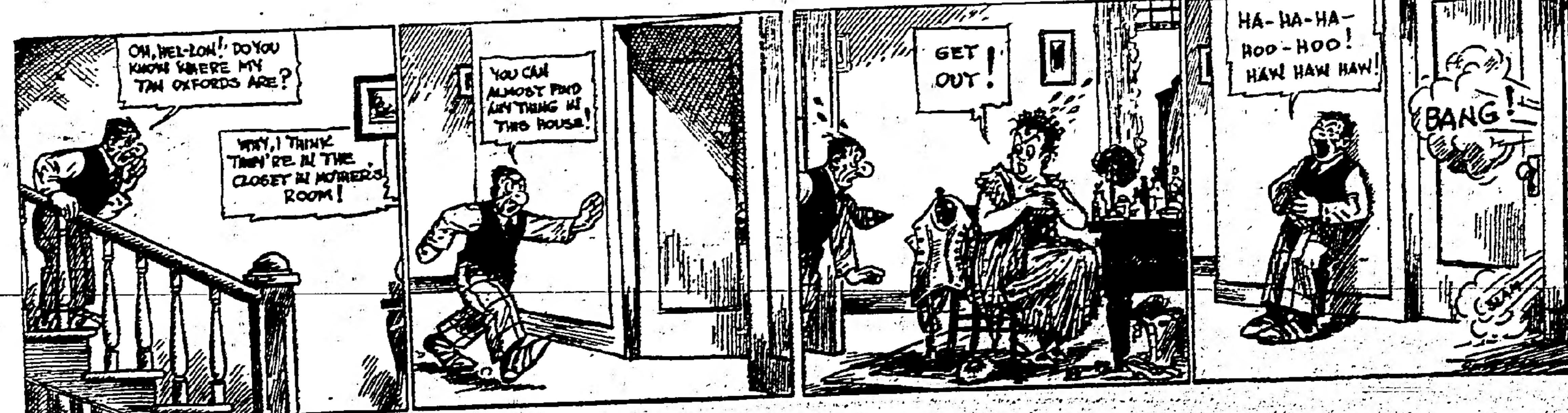
GERMAN BOXER.

Above is seen Otto Punkt, the heavyweight boxer of Germany.

DOINGS OF THE DUFFS.

Tom Caught Mother Without Her Scenery.

BY ALLMAN



PICTORIAL SUPPLEMENT.

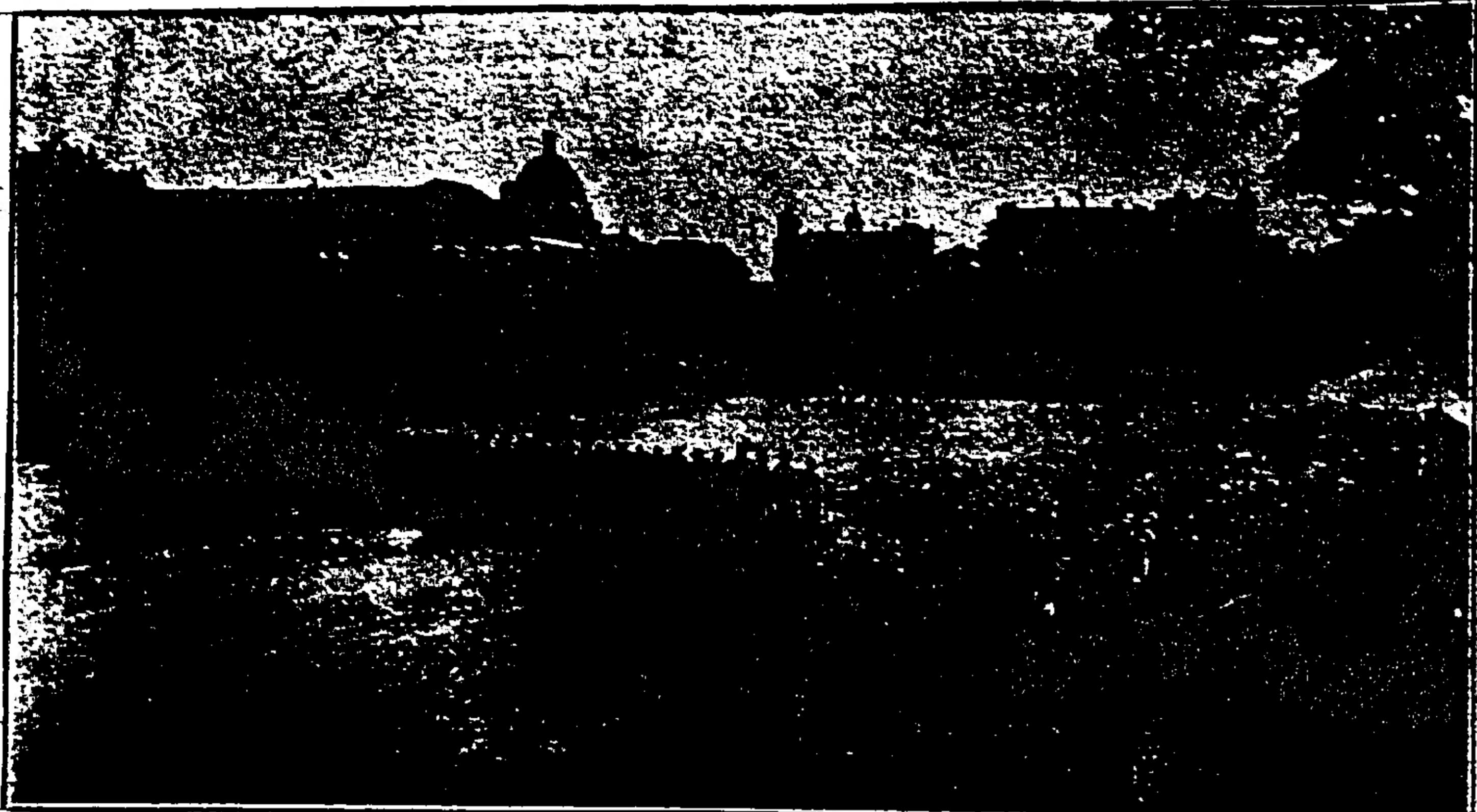


Photo: Mrs. Cheung.

Parade of the 2nd Battn. Wiltshire Regiment in honour of anniversary of the Battle of Tynes Wood.



Plucky Chinese bluejackets of H.M.S. Tamar, whose bravery in a typhoon last year has been marked by the presentation of vellum life-saving certificates. They are (left to right) Able Seaman Sai; Leading Seaman Tai Sing (who was also given a medal); and Able Seaman Kum Chun.



Photo: Mrs. Cheung.

H.E. the Governor and H.E. Major General Ventris at the above parade.



Photo: Mrs. Cheung.

H.E. the Governor arrives at the Wiltshires' celebration.



Photo: Tientin Press.

Peking amateurs presenting "As You Like It" out of doors.



Photo: Tientin Press.

Full cast of "As You Like It," presented by Peking amateurs, all the parts being taken by ladies.

NOTICES

AMERICAN EXPRESS COMPANY.

Established
America 1841 Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

Exclusive Offices maintained at all principal cities in America

Foreign Offices.

ANTWERP	GLASGOW	HAMBURG	NICE	PARIS	PETROGRAD	ROTTERDAM	ROME	SOUTHAMPTON	SHANGHAI	STOCKHOLM	TORONTO	VALPARAISO	YOKOHAMA
BARCELONA		HAVRE											
BERLIN		KOBE											
BORDEAUX		LIVERPOOL											
BREMEN		LONDON											
BRUSSELS		LUZERNE											
BUENOS AIRES		MANILA											
CHRISTIANIA		MARSEILLES											
COBLENZ		MONTRÉAL											
COPENHAGEN		NAPLES											
GENOA													

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAW

SHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom Requirements.

Credit Information, Market and Trade Reports.

Financing of Imports and Exports.

Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.

Bills of Exchange negotiated and collected.

Mail and Cable Payments effected.

Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Peso, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to
ANTWERP & ROTTERDAM.

S.S. "HASSAYAMPA"

15TH JULY.

For freight space and particulars apply to:

BARBER STEAMSHIP LINES INC.

THE ADMIRAL LINE

AGENTS.

Telephone:
2477 & 2478

5th floor

Hotel Mansions.

CANADIAN PACIFIC OCEAN SERVICES.

LIMITED.

S. S. "METHVEN"

WILL BE DESPATCHED ON OR ABOUT THE 30TH JULY

FOR SINGAPORE

TAKING CARGO AT CURRENT RATES OF FREIGHT.

For space and further particulars, apply to:

P. A. COX,

Acting General Agent,

C. P. O. S. Ltd.

NOTICES

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Russia, from Yokohama.
Petrucci Steamer Africa Cabin II, from Vladivostock.
Anne, from Shanghai.
Walter Bower, Carlton Hotel, from Shanghai.
5478, from Shanghai.
Younkannan Leehing Co. from Shanghai.

Yuhung, from Shanghai.
Kwongshing, from Amoy.

Arthur Nilson Co., from Kobe.

Lee Bros, from Kobe.

Chongkong Wenyikai, from Shanghai.

Kwathiangset, from Amoy.

Wingtungchong, from Shanghai.

1102, 0030, 7319, 5894, 0360 etc.

from Amoy.

R. C. Wilson Sailors Home, from Shanghai.

Hongty, from Amoy.

4191, 6526, 3878 etc. from Shanghai.

Fathin, Connaught road, from Shanghai.

4135, 3952, 2770, 1420, 5050, 5291 etc. from Amoy.

Tsukuda Superfine, from Osaka.

N. LUND.

Act. Superintendent, Hongkong, July 15, 1920.

Directors.

Mr. Fung Wai Tung, Chairman.

Mr. Chau Shing Yip, Vice Chairman.

Mr. Chan Ching Yip, Vice Chairman.

Mr. Chan Ki Wing, Vice Chairman.

Mr. P. K. Kwok.

Chief Manager.

Mr. Kao Tze Po.

Asst. Manager.

Mr. Li Yee Fung.

Telegraph Manager.

Loans granted on approved securities.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances, and on Fixed Deposits at rates which will be quoted on application.

For 3 months at the rate of 3% per annum.

For 6 months at the rate of 3% per annum.

For 12 months at the rate of 3% per annum.

RAN TONG PO, Chief Manager.

WATER RETURN.

Level and Storage of water in Reservoirs on July 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

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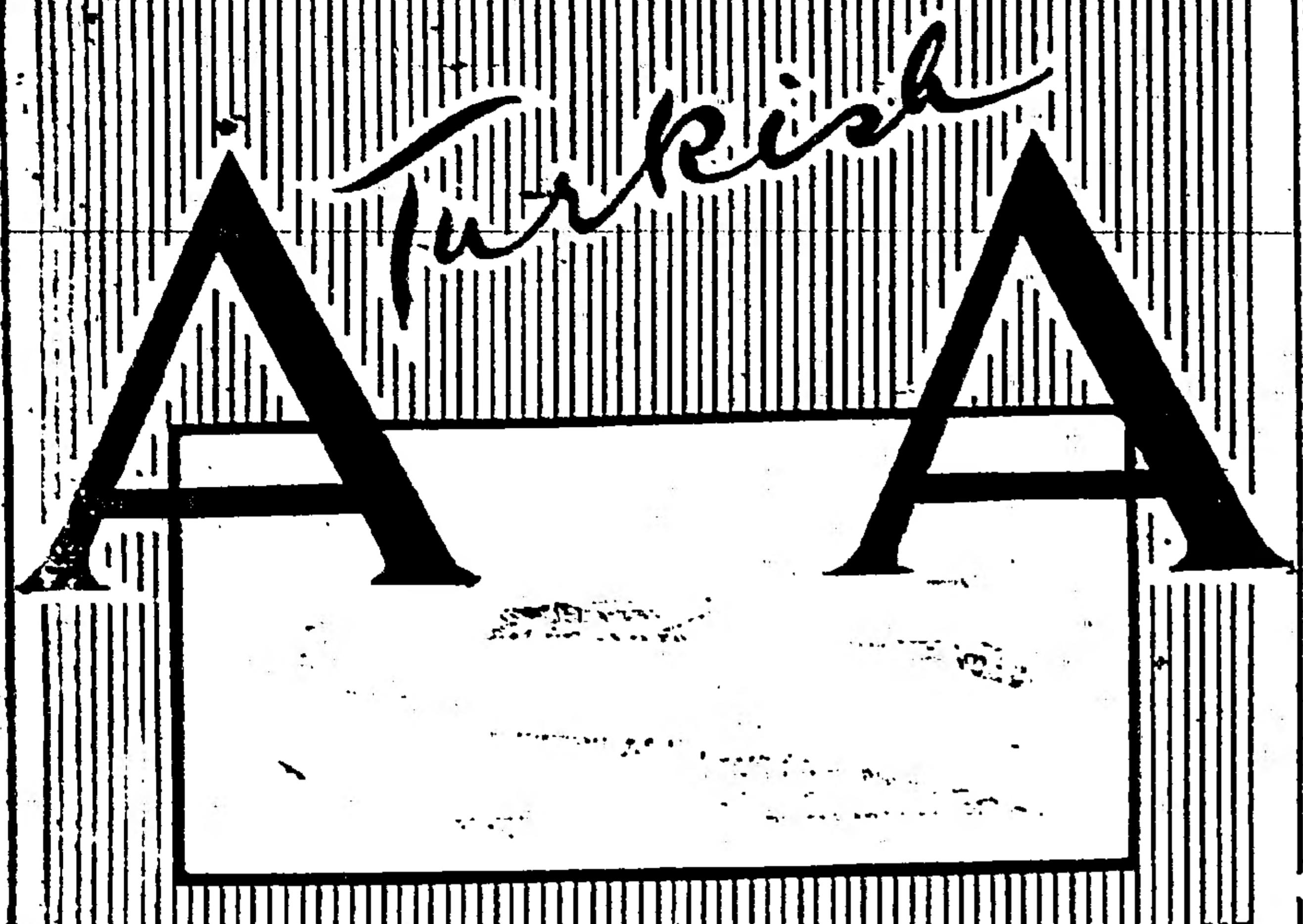
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NOTICES.



Cigarettes.
Its Mild
Mellow Flavor
and Spicy
Tang Satisfy
Ten Smokers
Out of Ten.

This Advertisement is issued by Westminster Tobacco Co. Ltd

THE FAR EAST.

CONDITIONS IN JAPAN.

The National Bible Society of Scotland recently received a letter from Kobe, dated 19th April, from which the following extract is taken:

"It is very difficult to even attempt to write of the conditions of life in Japan at present. Congestion and defective conditions grow daily worse. Railway service and steamer accommodation grow daily more impossible. The Department of Communications are working on a budget framed two years ago, and commercial prosperity has caused an immense increase in travel, so that all trains and trams are always and everywhere crowded to suffocation, and accidents are daily occurrences."

"Of course it goes without saying that the hotel accommodation is well-nigh impossible to obtain, and our colporteurs have much to put up with besides high prices."

"Never in any thirty years in Japan have postal facilities been so deplorable. Any letter that requires anything like prompt reply has to be franked ten times the ordinary fee for special delivery, and as for the telegraphic service it is quite hopeless. I recently turned over a heap of 180 telegrams at the post office, none of which ought to have failed to reach its addressee. Literally scores of tons of foreign mail bags lie in the warehouse of the Central Post Office in Tokyo."

"In general commercial life we are on the verge of a financial pacific, due to speculators failing to meet obligations. Exchanges have been closed for over a week."

PASSENGERS DEPARTED.

Per s.s. CHANGSHI, 15th July 1920.—Mr. J. F. Buckley, Mr. A. L. C. Iqubur, Mr. A. Leon, Miss M. E. Macarthur, Mr. & Mrs. J. D. Pelly.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIRS.

Japan—Per ST. ALBANS, 17th July.
Bombay—Per KANAGAWA M., 18th July.
Japan—Per TOKIWA M., 20th July.
Australia and Manila—Per AKI M., 20th July.
Japan—Per SHINIM M., 21st July.

OUTWARD MAIRS.

TO-MORROW.
Dairen—Per HSIN PING ON, 18th July, 9 a.m.

Japan via Nagasaki—Per BEL-LEOPHON, 18th July, 9 a.m.

Swatow, Amoy & Foochow—Per CHIN-HUA, 20th July, 10 a.m.

Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central & S. America & EUROPE VIA VANCOUVER B.C.—Per EMPRESS OF JAPAN, 20th July, 10 a.m.

Swatow & Bangkok—Per CHIN-HUA, 20th July, 10 a.m.

Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central & S. America & EUROPE VIA VANCOUVER B.C.—Per EMPRESS OF JAPAN, 20th July, 10 a.m.

Swatow, Amoy & Foochow—Per HAIHONG, 20th July, 10 a.m.

WEDNESDAY, 21ST JULY.
Japan via Nagasaki—Per AKI M., 21st July, 10 a.m.

Philippine Islands, Australia & New Zealand via Thursday Is.—Per NIKKO MARU, 21st July, Reg. 8.45 a.m.

Letters 9.30 a.m.
Straits, Bangkok, Calcutta & Aden—Per JACOX, 21st July, 11 a.m.

Weihaiwei, Chefoo & Tienstin—Per HUICHOW, 21st July, 3 p.m.

THURSDAY, 22ND JULY.
Shanghai and North China—Per SINKIANG, 22nd July, 11 a.m.

Shanghai, North China Japan via Nagasaki, Canada, United States, Central and South America & EUROPE VIA SAN FRANCISCO—Per CHINA, 22nd July, Reg. 8.45 a.m.

Hongkong Ropes n.
Hk. Tramways old b.
Peak Trams old b.
Do. new n. 70 cts.

Steam Locomotives n.
Steel Foundries n.
Water-boats n.
Watson's b. & ea. 5.80

Wm. Powell b.
Wiseman b. 35

TODAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Bank. H.K. & S. Banks, b. 663

Marine Insurances.

Canal. 383

N. of Chinas 160

Unions 195

Yangtze 225

Fuji, Samuris 173

Fire Insurances.

China Firs. 123

H. P. Firs. 310

Shipping.

Douglas 83

H.K. Steamboats b. & s. 243

Indos (Pref) 18

Indos (Def) L. R. 230

Shells 140

Ferries 234

Refineries.

Sugars 230

Malapones 55

Mining.

Kailan 90

Langkats 15

Shanghai Loans 15

Shai Explorations 15

Rauba 130

Trenchs 40

Ural Caspians 276

Docks, Wharves, Godowns, &c. 83

H.K. Wharves 150

K. Docks 131

Shai Docks 29

N. Engineering 29

Lands, Hotels & Buildings.

Centrals 10612

H.K. Hotels 123

L. Invest. 111

H. Phreys Est. 8

K. Toon Lands 35

L. Reclamations 140

West Points 52

Cotton Mills.

Fwos 570

Kung Yiks 48

Lau Kung Mows 1

Orientals 1

Shai Cottons 305

Yangtze 35

Miscellaneous.

Cements 720

China Bonecs 8

Do. Light old 8

China Providents 732

Dairy Farms 23

Electric H. K. 193

Electric Macos 29

Hongkong Ropes 23

Hk. Tramways 6.60

Peak Trams old 6

Do. new 70 cts.

Steam Locomotives 5

Steel Foundries 10

Water-boats 14

Watson's 5.80

Wm. Powell 11½

Wiseman 35

NOTICES.

EXCHANGE.

(Opening Rate: Closing Rate on Page 14.)

SELLING.

T/T 3/8

Demand 3/8½

SC d/s 3/8½

60 d/s 3/8½

4 m/s 3/8½

T/T Shanghai Nom.

T/T Singapore 157

T/T Japan 139½

T/T India Nom.

Demand, India Nom.

T/T San Francisco 71½

& New York 71½

T/T Batavia 189½

T/T Marks Nom.

T/T France 8.60

Demand, Paris —

BUYING.

4 m/s. L/C 3/10½

4 m/s. D/P 3/10½

6 m/s. L/C 3/11

30 d/s. Sydney and Melbourne 3/11½

30 d/s. San Francisco 73

& New York 73

4 m/s. Marks Nom.

6 m/s. France 9.40

Demand, Germany —

Demand, New York 73½

T/T Bombay Nom.

T/T Calcutta Nom.

Demand, Calcutta —

Demand, Manila 157½

Demand, Singapore 157

On Haiphong Nom.

On Saigon Nom.

On Bangkok 5.35

Sovereign 5.35

Gold leaf per Tael 36.60

Bar Silver, ready 52½

forward 51½

Bank of England rates 7½

New York/London 3.89½

SUBSIDIARY COINS.

Hongkong 50 cts. pieces \$1/5 dis.

10 " " \$1 1/5 dis.

5 " " \$1 1/5 dis.

Canton subcoins \$8 3/4 dis.

ENTERTAINMENTS.

TEL. No. 1743. **CORONET** TELE. NO. 1744.

TO-NIGHT at 5.15 and 9.15 p.m.

SESSUE HAYAKAWA

"THE CALL OF THE EAST"

"WHY GO HOME?"

BRITISH GAZETTE.

HONGKONG THEATRE

TO-NIGHT! TO-NIGHT!

at 5.15 and 9.15 p.m.

TRIANGLE FILM CORPORATION

offers

"TIME LOCKS AND